

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

S.S. "HONAM,"	2,563 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	2,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahaling, Kamchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

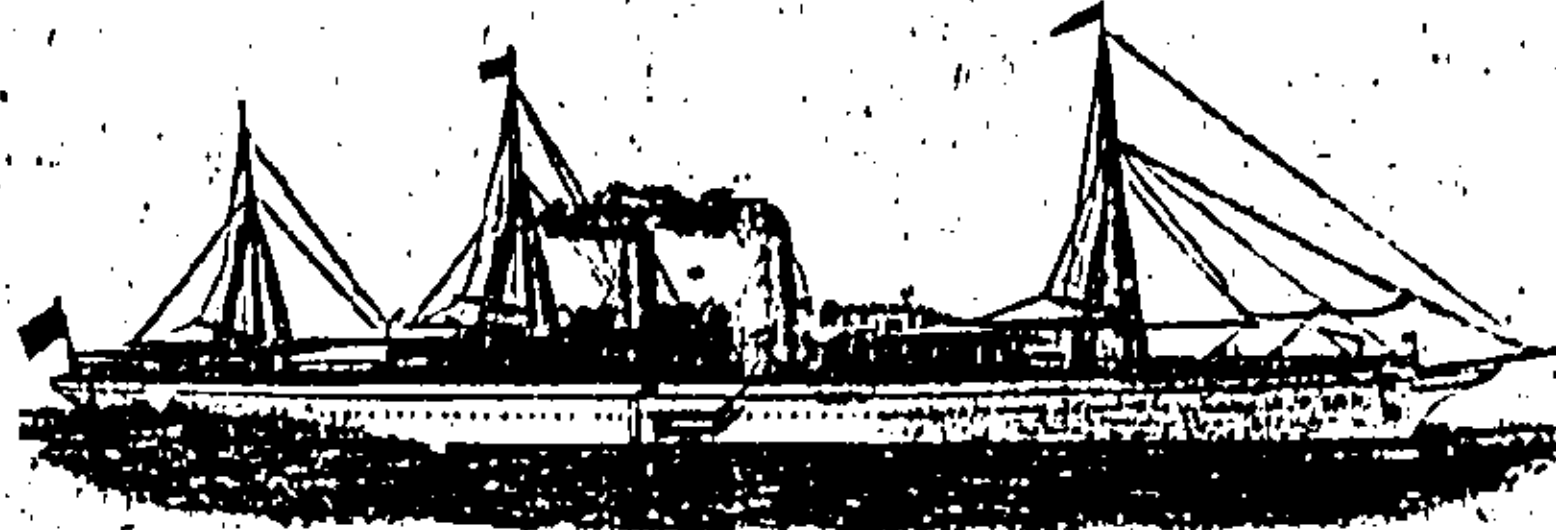
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPERESS OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
"EMPERESS OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class, via St. Lawrence 260. Via New York 262.
 Hongkong to London, Intermediate, on Steamers, and 1st Class Rail, £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DISTINCTIONS.	SAILING DATES.	FREIGHT AND PASSENGERS.
SILESIA	HAVRE AND HAMBURG.	8th October.	Freight and Passengers.
Bahle	(Calling at SPOR, PENANG & COLOMBO).		
SUEVIA	HAVRE, ANTWERP and HAMBURG.	10th October.	Freight.
Kaiser	(Calling at SPOR, PENANG & COLOMBO).		
SLAVONIA	HAVRE, BREMEN and HAMBURG.	18th October.	Freight and Passengers.
Rorden	(Calling at SPOR, PENANG & COLOMBO).		
SEGOVIA	HAVRE and HAMBURG.	1st Nov.	Freight.
Schönfeldt	(Calling at SPOR, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE and HAMBURG.	15th Nov.	Freight.
Jaburg	(Calling at SPOR, PENANG & COLOMBO).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	About 29th Nov.	Freight.
v. Hoff	(Calling at SPOR, PENANG & COLOMBO).		
VANDALIA	NEW YORK VIA SUZ.	About 5th October.	Freight.
Hase	with liberty to call at the Malabar coast.		

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Only qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 22nd September, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. B. H. The Duke of York, and H. B. H. The Duke of Devonshire both bestowed me with their patronage; besides many other of High Rank. My Colours and stencils guaranteed as stated by 5,700 Recommendations which I have received from all sources.

Hongkong, 22nd September, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to Land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SCHESS	WEDNESDAY, 22nd November.
PRINZ RECHT LUTPOD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISSNAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROON, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted until Noon, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,702	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE, STEAMER PRINZ WALDEMAR, WEDNESDAY, 27th Sept., 5 P.M.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, ZIETEN, WEDNESDAY, 27th September.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZESS ALICE, WEDNESDAY, 12th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 15th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."

Macao, 7th June, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the "Hongkong Telegraph," and they are warned against paying more than TEN CENTS (10 CTS) per Single Copy.

GO TO WEISMANN'S FOR YOUR BREAD.

THE ONLY EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [45]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN-DO-LINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

"E,"
 C/o Hongkong Telegraph,
 Hongkong, 12th September, 1905. [52]

Dentistry.

Dr. E. H. CHAU.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905. [16]

THE HONGKONG STUDIO.

PAINTING, DRAWING, PHOTOGRAPHY, AND ALL KINDS OF ARTISTIC WORK.

STUDIO AT NO. 14, D'ARLUE STREET.

REASONABLE PRICES.

Commenced 17th
 Hongkong, 17th July, 1905. [16]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 814 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 80 ft., bottom 45 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always on hand. (Plans and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[75]

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, PAGULIAN STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 24th March, 1904. [10]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAN
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905. [14]



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CAULWELT, England.

REPRESENTATIVES FOR HONGKONG & CHINA

H. HOWARD & CO.

50, Queen's Road Central.

Hongkong, 17th May, 1905. [17]

THE HONGKONG STUDIO.

PAINTING, DRAWING, PHOTOGRAPHY, AND ALL KINDS OF ARTISTIC WORK.

STUDIO AT NO. 14, D'ARLUE STREET.

REASONABLE PRICES.

Commenced 17th

Hongkong, 17th July, 1905. [16]

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m

Hongkong, 27th July, 1905.

inspectors are employed in keeping the city uncontaminated.' The question might be suggested: If plague or any disease exists in Hongkong under the present conditions how much worse would the outbreak become if these precautions were neglected? So far as plague is concerned, although thorough believers in all precautions suggested by science, we cannot blink at the fact that its termination here in Hongkong synchronizes with that in Canton year after year. Although it is difficult to say what are the health conditions of a city like Canton, and there is really no ground for arguing that the health statistics of that city can be compared with those of Hongkong, where exact records of the presence of disease are published for the information of the people, there is, nevertheless, the curious coincidence that an epidemic of plague in the neighbouring city has not been known to outlast that in our own midst. We cannot deny the fact that the sum of \$491,645 does seem large. It has been urged on us that no amount is too large if the health of the residents is to be preserved. The real question, however, would seem to be whether the Sanitary Department gives value for the money which it expends. There are many opinions on that point, and it is out of the question for the 'Lily' to challenge expert opinion on the subject. The officers of the Department are thoroughly convinced that not a penny is wasted, and the fact that the death-rate is decreasing every year, is their forcible argument that seems to give colour to that view. We hold the opinion, however, that 11.15 per cent of the Colony's revenue that is now applied to sanitation, even though in view of the importance of having an adequate and main-

very efficient in operation, might not reasonably be described as an excessive sum. It will probably come as a revelation to the vast majority of people to learn that over 500 men are employed by the Sanitary Department. The average person seldom comes into personal contact with the Sanitary officials and is therefore accustomed to fancy that they number scantiful at the most. This is not so, however. We are most willing to acknowledge that the employees of the Sanitary Board are constantly engaged in clearing out the slums in the west and east ends and in preventing the accumulation of dirt among the lower class Chinese; but the necessity for the employment of such a large number of persons is at times disputed. The Sanitary Board is beyond doubt one of the most important public departments in Hongkong, and no one would desire; we venture to think; that its utility should be curtailed in the slightest degree. So long as it performs its duties efficiently it will receive the support of all citizens; whenever it fails then it becomes a danger to the city. With no idea to advocate the impairing of its efficiency, we share the opinion of the Unofficial Members of Council that the \$491,645 stated to be required next year to maintain the Colony in a sanitary condition is susceptible of a reduction. In his farewell address to the Council, Sir Henry Blake said: "That any system of sanitation with even scrupulous cleanliness could render healthy areas in which the registered population is 1,000 to the acre, or 640,000 to the square mile, (and I have reason to believe that the registered population is considerably below the real density), is not to be expected. The difficulty must be solved by the creation of a new city by resumption, re-sale, and reconstruction."

THE British squadron is expected at Woosung about the 11th of November next.

THE Yokohama Specie Bank has now opened branches at Tie-ling and Osaka.

THE death is announced, at Sydney, of Mr James P. Dowling, editor of the *Sydney Mail*.

THE International Walking Match, at Shanghai, is to take place on the 26th November next.

MR. W. R. Hayes, of the Imperial Maritime Customs, has been transferred from Amoy to Canton.

MAJOR-GENERAL and Mrs. Villiers Hatton returned to the Colony by the *Empress of China* this afternoon.

Two companies of the 2nd Royal West Kent Regiment will move into camp near Old Kowloon City for musketry on the 16th October.

It is reported that the editor of a native journal at Amoy has been fined \$1,500 for publishing defamatory statements in relation to the recent disturbance, concerning two American subjects.

GERMANY proposes to raise an additional £5,000,000 upon tobacco and £3,000,000 upon beer, and to devote the money largely to the fund which is being provided to meet increased naval expenditure.

THE *Kokumin* reports that the shipment of the troops for Japan from the front will commence at the end of October. It is expected that the whole operation of bringing home the men will occupy about six months.

THURSDAY, the 28th instant, being the birthday of Their Majesties the King and Queen of Portugal, Mr. A. G. Romano, Consul-General for Portugal, will be "At Home," at his residence, "Duast," Arbuthnot Road, from 11 a.m. till 1 p.m.

FIVE American multi millionaires recently slept one night at Claridge's Hotel. Their aggregate wealth was computed at \$55,000,000, namely, Rockefeller, Jay Gould, sixteen Westinghouse, Cornelius Vanderbilt, and two Whitneys.

THE 119th Baluchis go into camp at Custer Pass for their annual training on the 14th and remain there for a month, after which the 119th Infantry and two companies of the Royal West Kents go under canvas for a similar period. Two other companies of the West Kents will undergo their annual training from the 27th December until the 26th January 1936.

THE *Dampo* prints a rumour that the Japanese Government intends raising a further loan of two thousand million yen in Great Britain or America, offering South Saghalien as a guarantee. With this amount the authorities will settle the *post bellum* finance. The *Yoko Mail* states that this report was current Sept. 14th, especially on the stock market in Tokio.

DURING blasting operations at Bay View on the 24th inst., a large piece of stone was projected through the verandah and into the roof of a house near by, where it struck a Chinese woman so forcibly on the hip that she had to be removed to the Government Civil Hospital, where it was found that though the hip was not broken, it was very badly bruised and cracked. It is understood that proceedings are being instituted against a blasting contractor for not taking sufficient precautions during blasting operations.

JUAN Machia, a Chilean, and Carlos Williams, an American, both unemployed seamen, were charged with being vagrants in that they were found wandering about the streets without any visible means of subsistence on the 25th inst. They were remanded to the House of Detention.

It is interesting to recall that, in the course of his review of the condition of the Colony during the five years of his administration, Sir Henry Blake said:—No reconstruction of the city or advance of material wealth should be allowed to interfere with the development of education of the minds and character of the people. This is the foundation upon which our hopes must rest for the stability of the Colony of the future, and it is not being neglected.

THE captain of the steamer *'Navya'* recently reported that he had seen at a distance of 4 miles a great volume of flame and smoke from the crater at Savali, Samoa, which was active three years ago and has since been quiet. A letter from the island confirmed the news. The flames shot 500 ft. high, and the crater was still brilliantly erupting on August 10, when the *Navya* passed. There are about 2,000 native and a few whites on the island. It is no thought that there have been any casualties.

A RELIABLE report which has escaped the Japanese censor was received in San Francisco on 22nd inst. and states that the investigation made into the cause of the destruction of the flagship *Mitsushima* discloses the fact that the explosion came from the outside, the damaged plates of the vessel being all bent toward the outside. The Japanese authorities still insist that the explosion was due to internal causes, maintaining the theory of ignition from defective electric wiring. There is still considerable unrest throughout the empire. It is feared that the discontent will be increased by the return of the troops from the front.

ACCORDING to reports from the experts sent by the Government to Fushun, the coalfield there must be regarded as one of the richest in the world. The depth of the coal layers is stated to be nearly 66 feet and the total quantity of coal is estimated at least 300 million tons. Estimating the value at 10 yen per ton, the worth of the mine is put at 3,000 million yen. The quality of the coal is very good and is said to be superior to that from the Kiyushu mine. The Government intend to make use of the coal at the Edamitsu Iron Works. It is not yet certain whether the Fushun mine will be worked by the Government or by private enterprise.

To the end of time, no doubt, or at least until the millennium, when people will no longer experience the greed for gold, coolies will continue to gratify their desire for dice and fantasy. For a long time past the police have endeavoured to put a stop to this form of recreation by raiding houses and matcheds by the score. But gambling still flourishes, and this morning the weirdest, gauntest looking gang of gamblers ever hustled into a dock stood shuffling behind the pen at the Magistracy. They pleaded their excuses which proved of no avail as the Magistrate fined the leaders in sums ranging from \$60 to \$100, and mulcted the others in amounts varying from \$2 to \$3.

SIX hundred and thirty-seven members of Ancient Order of Druids made a pilgrimage to Stonehenge the other day and took part in initiation with mystic rites of twenty-five brothers, including Sir Edmund Anstruther, owner of Stonehenge. An altar was erected in front of the greatest trilithon, where Lister, the head of the Order, stood with the most noble Grand Arch; the most noble Arch the Grand Arch wearing a gown of blue and gold and long beard with a profusion of symbols and orders around him. "All carried by spears at the ends of staves or spears." The initiation ceremony resembles somewhat that of the Freemasons. A Druidic band played concluding with "All round the Oak," sung to the tune of the National Anthem.

A CALCUTTA wire of the 7th inst., says that John A. Booth, a Canadian, who has followed a course of fraud and deception in the East and India for some years, sensationalized his life yesterday in the Calcutta police-lock-up by taking a dose of poison that he secreted on his person. In 1902 he was in Calcutta, posing as a distinguished traveller, advertised a lecture at Dalhousie Institute which was a terrible frost. More recently he appeared at Umballa, and collected subscription purporting to be for the Japanese Red Cross Society. The police got on his track, and absconded. The Calcutta police arrested him yesterday morning, and he was to have been sent to Umballa for trial, but this morning was found dead in his cell. The post-mortem showed that death was due to poison. Let written by him addressed to the Commissioner of Police contained a confession of many crimes committed in Manila.

As the result of a fight between a foreign coolie and a blind mendicant, at High Street West point, a grave charge may be preferred against the latter. It is stated that the men started to quarrel over some trifling matter when the coolie hit the blind man over head and face. Enraged at this treatment the mendicant, who happened to have a chain in his hand, is said to have lashed out and inflicted a wound of several inches in the coolie's side, besides other more or serious cuts about the abdomen. The men were removed to the Government Civil Hospital, the mendicant being bruised and knocked about. The doctor stated that the coolie's wounds were serious, but he thought the mendicant was the aggressor. Both men were charged before Mr. N. Dey, the Magistrate, with assault. The mendicant was fined Rs. 10 and the coolie Rs. 5. The case was remanded for the purpose of the proceedings.

CAPTAIN RIMMER, Flint accompanied by Capt. A. Ward and Corporal Elgood, left Sandakan on the 1st inst. by launch for Quana, Sarawak, on a shooting expedition. They returned in the evening of the 1st inst. having, unfortunately, no snipe sport; tracks were seen but that was all.

big Tainanling, 30,000, says that more than 3,000 houses were swept away between Chong and Linyan, on the south-east of the main island, in the recent typhoon. Fifty or more persons were drowned. The water rose some ten feet above high-water level, and the highest houses near the beach had from five to five feet of water in them. It is estimated that in all the islands from 20,000 to 30,000 persons have perished. Four Christians and twenty-seven infants of the Foreign Christian Mission are among the number. The officials are busy endeavouring to get reliable statistics of the losses, and Liu states that the Empress Dowager and the Viceroy Nanking have subscribed T'is. 30,000 toward helping the sufferers. This sum and more will be needed at once, as all the crops have been destroyed, and thousands of people are homeless and destitute.—*N. C. News.*

ONE of the most largely-attended military funerals ever remembered to have taken place in the Colony was that which was conducted by the Rev. C. Jenkins at Happy Valley, following when the remains of Arthur Sergeant Greenaway, of the Army Ordnance Department, were committed to their last resting place. In all there were about 150 mourners at the grave-side, including military men and civilians, while the several massed lodges of which the deceased was a popular and enthusiastic member, were largely represented. Many exquisite wreaths, floral tokens of tasteful design, bearing suitable inscriptions, were heaped upon and around the grave, and included those of the United Service Lodge 1347, the United Chapter and the United Mark Lodge. The funeral was conducted with full military honours, the coffin, draped in the Union Jack, was covered in floral tributes, being carried in gun carriage, drawn by a number of deceased comrades, headed by the Band of the R. West Kent, which played the "Dead March in *Saul*" as the coffin slowly wended its way to the graveside, where it played the hymn "For ever with the Lord." Sincere expressions of regret at the untimely death of promising young non-commissioned officer, heard on all sides testified to his popularity, the esteem in which he was held.

At Sydney the other day, the Premier, asked by Mr. Huxley, in the Legislative Assembly, if his attention had been drawn to article in reference to a report and sample goods forwarded by Mr. J. D. Suttor, the Commercial Agent in the East, to a person other than his official superior? Also was the Premier aware that a number of samples of goods advised by Government had not been received whereas similar samples sent to a private person, had arrived; and were announced by him as being available for inspection? Was he further aware that Mr. Suttor had on more than one occasion previously forwarded reports and samples of goods to persons otherwise than through his official superior, and would it be made and consideration given the question whether it is advisable to permit such communications in future especially as Mr. Suttor is alleged to have stated that he is at present overworked? Mr. Carruthers replied that he had seen the article referred to. A collection of samples was sent by Mr. Suttor to his department, but it had gone astray. "Samples some leathers had been sent to a certain journal, but, as far as had been ascertained they were not of the same description as sent for the department. He was not aware that Mr. Suttor had previously sent reports and samples in the manner indicated, and was no necessity for any inquiry. Mr. Suttor had been asked to send duplicates of the same samples.

Referring to the result of the peace negotiations, the *China Times* remarks that now peace is assured more may be expected to be heard of a project the carrying out of which has some time been under discussion—the withdrawal of the foreign troops from North China. It is understood that this step—which the Italian Government took recently, and the Americans and Russians will certainly long bear in contemplation by the other foreign Governments, but the war interfered and the matter was shelved for the duration of the war, is in view of any sudden cessation of the war might have arisen. Now, however, peace is in sight, the question of the reduction of the garrisons has again become a practical one. Our contemporary learns that it is already being discussed, and that a long beginning will be made. The idea that a gradual return shall be made by disposition arising before the peace that degrades the foreign troops shall be withdrawn leaving few if any soldiers besides the normal Legion Guards at Peking. This applies only to the British but to all the foreign troops with the possible exception of the Japanese.

[illegible]

THE DELAYED EVACUATION

CHINA'S OBJECTIONS

[From Our Own Correspondent]
Shanghai, 26th September.

The Chinese Government is raising an objection to the delay on the part of Russia in evacuating Manchuria.

Objection is also taken to this presence of troops for the purpose of guarding the Manchurian railway. With regard to the provision of troops for the location of Russia and Japan in Manchuria for the purpose of guarding the railway, it is stated in Japanese papers that the guards will be approximately the rate of fifteen soldiers per kilometre. As the portion of the railway occupied by Japan is 757 kilometres, railway guards are estimated at 11,355, which is about the strength of a Division in time of peace. — P. 27.

[From Our Own Correspondent]

Shanghai, 26th September,
2.50 p.m.

The American Admiral paid a visit to Port Arthur on Saturday.

RE-FLOATED IN THREE MONTHS

[From Our Own Correspondent.]
Shanghai, 20th September.

It is stated in Japan that the raising of the flagship *Mikasa* will occupy three months.

ing account of the personal experiences of the officers of the *Albatross*, who had a stormy escape when the battleship met with disaster.

"I retired, at about 10 o'clock, on Sunday night, when everything on board was all right. At about twenty minutes past twelve, the explosion in quick succession was heard on board. I jumped up from my berth, and opening the door of my cabin found the passage was full of smoke and flame, but I rushed out and managed to reach the upper deck safely by this time the aspect of everything was horrible. Both masts were pillars of fire. I happened to see the Chief Engineer and I helped him to save the money in the safe in his cabin and he made a dash for it by a life boat and the Engineer came down and, with a look of intense despair when a violent explosion took place was then shortly before 1 a.m., and we were enveloped in black smoke. It was very hard to do to go upon deck, so we decided to escape through a port hole. We tried to open one but the screw was so stiff that it could not be turned, and were sitting up hope when the first master tried once more and succeeded in pulling the screw. Both of us jumped overboard and in a few minutes were picked up by life boats in search."

Vice-Admiral Mifflin, formerly the Commander-in-Chief of the third squadron, has been appointed chief of the committee for investigation of the *Albatross* accident. Admiral Mifflin sustained a severe wound in his left eye by the battle of the Japan Sea and since then has been treated in the hospital of the College

The Japanese Navy Department received a great number of messages from all parts of the world. Among the first were requests for assistance from the French and Italian War Departments and the New Zealand Government, and also from Admiral Sir Gerard D'Almeida, Commander of the British Squadron in Chinese waters, Messrs. Vickers and Harland, and Armstrong & Co. of Glasgow. In such a short time Baron Yamamoto had called the heads of the department. In addition, the minister of Marine Affairs, Nagano, visited him at the Foreign Ministry. The last day of his stay he conferred with the Naval Department, while the German- and Spanish Ministers called on Baron to express their confidence. Contributions towards the relief of the suffering victims have also been made by the Emperor's quarters. Among them are 100,000 yen worth of gold from His Majesty, 100,000 from Prince Sale and Prince Chichibu, 100,000 from Commander Gaijutsu Nambu, 100,000 from the Army, 100,000 from the Navy, 100,000 from

STATE OF INJURED COMMERCE
AND PRISONERS IN FRANCE

[From the *China Correspondent*]
 Shanghai, 24th September
 1937.
 In the strange Shanghai
 Peking, Hankow, Tientsin
 and Osaka, Tokyo, Yokohama,
 Kobe, and Canton.
 From China, 1937.
 The Chinese people are
 suffering.

[illegible]

TELEGRAMS

[Reuter's.]

Norway and Sweden.

SATISFACTORY SOLUTION.

London, 24th September.

The Karlstad conference has terminated, and it is officially announced that an agreement has been reached. Protocols will be published next week. In Christiania and Stockholm, simultaneously, Orders have been given to the Norwegian and the Swedish troops to withdraw from the frontier.

Austria-Hungary.

THE KING AND THE UNION.

King Francis Joseph, desiring to make a final attempt to restore a constitutional regime in Hungary, has summoned to Vienna the leaders of the opposition, who form the majority of the Diet, and requested them to form a Cabinet; but His Majesty has positively declined to entertain any modification affecting the union of Austria and Hungary, or the army, and has warned them earnestly of the responsibility they will incur if they adhere obstinately to the old standpoint.

The King has refused to see Count Goluchowski because he is not a Hungarian, and Count Ciskaky has therefore been appointed to conduct negotiations.

Singapore: A Naval Base.

ABANDONMENT OF WEIHAWEI.

Later. The acquisition of the Tanjong Pagar Docks at Singapore forms a part of Admiral Sir John Fisher's Imperial defence scheme, which also comprises the establishment of naval bases at Gibraltar, Dover, and Singapore and the abandonment of Weihaiwei, Trincomalee, Halifax, and Esquimaux.

The *Observer* announces that the establishment of a naval base at Singapore practically forms a part of the Anglo-Japanese agreement for mutual self-protection.

SIGNIFICANT CHANGES

IN CHINA.

That the people of this country are having their eyes opened, especially those of the younger generation, and are changing in many of their manners, customs, and modes of thought, to which their seniors and ancestors have hitherto steadfastly clung, in favour of those of the West, must be plain to the most casual observer. That this change has penetrated even to those amongst the highest in the land, who, seeing the approaching metamorphosis, so to speak, of the younger generation, have been to the inevitable and are also adopting more modern methods, may be perceived at least by the following two instances. In China, methods of address between the higher and the lower are looked up in hard and fast rules. Students of the Chinese written language and the Chinese official customs and etiquette especially know this, and it would take many columns of closely printed matter to explain even superficially.

It is the etiquette and Royal prerogative to receive and accept everything as by divine right from a subject, and a Chinese Emperor merely order in terse language a gift to be handed back to his subject if it be not acceptable, and there is an end to it. It came therefore as a surprise to many, we (*N.C.D. News*) might even say to the whole nation, to learn that, when some time ago Viceroy Chang Chih-tung offered to give to their Majesties ten thousand taels of his annual salary to help in making some necessary repairs to one of the Imperial Palaces, the Emperor, in refusing the offer, issued an Imperial Rescript "sincerely thanking" the Viceroy for it. A careful search into the historical records of this country have failed to give a similar instance of a sovereign thanking a subject for anything. The next instance of the change that is coming over the land appears in a proclamation issued at Canton the other day, by Viceroy Tseu Chün-huen, with regard to the Boycott on American goods, calling upon the people of the province of Kwangtung to exhort each other to refrain from violence. In proclamations of this sort the custom from time immemorial has been in addressing the people to say "You are required to obey the instructions herein given," etc. In the proclamation of Viceroy Tseu in question, his Excellency does not say "you are required," etc., but "I therefore request the merchants, gentry and people of the whole province to obey," etc.—a mode of address which also occurs for the first time in the history of this country.

THE AWAKENING OF CHINA.

Dr. Timothy Richard, who for 40 years was a missionary in China, delivered a powerful address at the Baptist Congress in London, the most impressive part of which was an account of the vast change China is undergoing. He enumerated the various causes which had co-operated to awaken the Celestials, and chiefly the diffusion of literature among the governing scholarly class—not good-goddy literature, which would never have been read, but such as gave accurate information on all matters of importance to the modern man and the modern State. This new literature, together with the example of Japan (if Japan could do this, how much more were not possible to China) has had its effect. China is now wide awake. Telegraphs, railways, steamships, river launches, mills, harbours, and a hundred other signs of radical material change are to be seen on all hands. Ten Chinese in every thousand study the English language, women's feet are unbound, and men's minds. Fifteen modern Universities, with 200,000 students, have been already opened, and the number of the world's scholars doubled at a stroke. Postal system, development of the press, political alliance with half the nations of the Far East—these are promises to China, its proper share of the wealth of the world. No social movement has taken place since the Renaissance.

NAVAL NOTES

[From a Correspondent.]

London, 18th August.

The arrivals at Plymouth last week included H.M. battleships, *Abdon*, *Ocean*, *Centurion*, and *Vengeance* with H.M.S. *Glory*, last flagship of our Far Eastern Fleet. All five ships are now having a thorough overhaul at various ports prior to being attached to the Channel Fleet. The *Centurion* goes into commission in the reserve, the remaining four battleships, which are sister ships, all having been built during 1898 and are of 12,950 tons with a speed of from 17 to 18 knots, will join the Channel Fleet after the present Baltic cruise. This addition will bring the Home Fleet up to 15 battleships and is part of the scheme of Admiral Sir John Fisher and Lord Selborne for the redistribution of our Fleet. H.M.S. *Vengeance* on her voyage home to England from China was taken in tow by her consort *Abdon* and *Ocean*, owing to her boilers going wrong. During the time she was in tow, her boilers and furnaces were cleaned and put right, as far as possible by the ship's artificers, but it has since been found out that the defects will take at least three months' work in repairs which will be carried out at Devonport Dockyard. The underwater portions of the *Vengeance* and *Ocean* are also in a very foul state with weed and ocean growth.

REAR-ADMIRAL CURZON-HOWE

Rear-Admiral the Hon. A. G. Curzon-Howe has had the honour of being personally received by H.M. the King on board the Royal Yacht at Cowes. His Majesty conferred upon him the honour of Knighthood and invested him with the Insignia of Knight Commander of the Order of the Bath.

H.M.S. "THEZIS"

It may be interesting to your readers in Hongkong to know that on Friday, the 11th August, the officers and crew of H.M.S. *Thetis*, lately paid off at Chatham, from China, entertained 4 children from the poorer district of Southwark to dinner and tea to Greenwich Park. The children were very much pleased with the children, perhaps more so than is usual in such outings, as on this occasion the tars of H.M.S. *Thetis* heartily joined in the fun and waited on each and every one of the children seeing that none wanted for anything. The Rev. H. Pitt of St. Mary's, Southwark, thanked the Naval promoters for their kindness in making these poor children happy, and in conclusion called upon the children for cheers which they gave very willingly and sang with feeling, "For he's a jolly good fellow." Several of the seamen present, responded suitably and expressed a wish that other ships of the Royal Navy would do the same and help to make these little ones happier by contributing to the Fresh Air Fund and in other directions. At present the Navy are well represented by their contributions to this Fund.

The first-class cruiser *Powerful* (14,200 tons) recently at Hongkong, will relieve the *Euryalus* as flagship on the Australian Station.

ABOLITION OF TORTURE.

SPREAD OF THE MOVEMENT.

We are informed that the propaganda for the abolition of judicial torture in China is progressing steadily. It is stated that the Japanese are now getting interested in the question. Some time ago a leading Review on Law and Jurisprudence published a translation of the chapter of Beccaria and on the 4th September Mr. Volpicelli was received by the Minister for Justice and was presented some valuable statistics relating to the abolition of torture in Japan and Formosa.

AUSTRALIA AND HONGKONG.

EFFECT OF THE BOYCOTT.

One effect of the Chinese boycott of American goods is the attention being given to Australian produce. During the past few weeks, says the *Sydney Telegraph*, Chinese merchants in New South Wales and Victoria have been placing large orders for flour for shipment to Hongkong. There are, however, difficulties in the way of immediate fulfilment of these orders, owing to the fact that most of our flour is put up in 200lb. bags. What the Chinese merchants require is that it should be put up in 50lb. sacks, and in order to comply with this demand millers have to manufacture fresh supplies, as it would not pay to re-bag supplies already on hand. The merchants see in this delay a possibility of losing the market, as there is no knowing how long the boycott will last, and there is also the possibility of other countries getting in first. The Chinese merchants say if there is a possibility of merchants giving a guarantee that the standard bag could be furnished without delay they would purchase largely. Both Melbourne and Sydney Chinese have already shipped large quantities of flour to Hongkong, and other shipments are now being arranged for. That this demand is having an effect on the price of flour in the local market is shown by the fact that one Chinese merchant who purchased a quantity of flour for shipment last Friday endeavoured to secure another 50 tons on Monday, when the seller demanded 5s per ton more. The Young Co-operative Flour Mills is also busy engaged in fulfilling orders for shipment to Hongkong, and at present are unable to accept further orders. Chinese merchants are also making inquiries with a view to making a trial shipment of frozen rabbits to China, and last week when a number of them visited Young's in connection with the anti-opium crusade they took the opportunity of inspecting the Burrumbidgee Chilling Works, and were shown over the premises by the manager, Mr. Henderson, and received a lot of valuable information, which they believe will be of service in making the necessary arrangements for a trial shipment. The Chinese merchants point out that the present occasion is a valuable opportunity, but whatever is done will have to be done quickly, otherwise other countries will get in before us.

SHIPPING NEWS

Information has been received from Tokio to the effect that the Japanese Government is subsidising a steamship line to Buenos Ayres, for importing wool, flour, and wheat from the Argentine, principally for the army, navy, and Government service generally.

A warning has been received in Molluscous vessels navigating the north-east coast of Korea to be careful of floating mines. It was stated that in consequence of the recent gale along the coast of North Korea, many mines had floated south from the direction of Vladivostok. On the 5th instant a Korean boat was blown up by a mine and seven men were killed as the result of the accident.

Among the arrivals at Manila on 22nd inst. was the British steamship *Fookiang* from Antwerp. As we recently pointed out in our columns, the *Fookiang* is a new vessel of 1,987 tons, net register, and is now on her maiden voyage. She is captained by Mr. E. M. Feynolds, and is the property of the Indo-China Steam Navigation Company, but according to the *Cablenews*, has been chartered to the Hamburg-America Line. She brought a general cargo of general merchandise consigned to Behn, Meyer and Company, besides cargo in transit for China. On completing the discharge of the cargo destined for Manila the *Fookiang* will sail for Hankow.

SHIP'S OFFICERS.

A practice which has been resorted to very frequently of late years in order to enable junior officers to put in time is one which the Board of Trade are now intending to put a stop to so far as ever they can. What is referred to is the signing-on of junior officers on grades higher than those in which they are really acting on board ship. The Board of Trade say that this is a clear evasion of their regulations, and it is difficult to differ with them in such a contention. Obviously, if a man signs on as second officer when the duties he performs are those of third officer, it is not the same thing by any means.

Reference is made to this matter, says the *Journal of the Merchant Service Guild*, owing to a recent case of a member of the guild who had actually gone through his examination for master but, when his qualifying time was supervised by the Board of Trade, it was discovered that it was not in order, for the reasons stated previously. The board had declined to grant the certificate and are requiring the officer to undergo another examination when his qualifying time is put in. These remarks are inserted for the very serious attention of officers of merchant ships, as they may be the means of preventing great disappointment to many in the future. It appears that now the Board of Trade are not content to accept the grade which appears on the ship's articles but consult the official log of the ship and prosecute other inquiries, so that they make themselves certain that the qualifying time has been put in in a perfectly genuine way.

OVERLOADED VESSEL.

"Traveler" writes to the *Straits Times* as follows:—I note in an article on the 7th page of your issue of Saturday that the Government of India has decided to put a stop to the practice of foreign steamers of leaving port in an overloaded condition. It would be very helpful to local British shipowners if the Straits Government would take the same step. It is a most unjust discrimination in favour of the owners of foreign vessels, when they are permitted to load heavier cargoes than are steamers flying our flag, which certainly ought to have protection, and all the favours that are to go to any vessels. I have myself seen a vessel in another port which must have left Singapore in a condition which would have been most perilous had a severe storm been encountered, for after partial unloading, the 11moll mark was from ten to twelve inches below the water's surface. This enabled the vessel to carry a much greater cargo from this port than would have been permitted to a British vessel of the same dimensions. The adoption of the ruling cited in your paper would not only prevent this unjust discrimination in favour of the foreign shipowner, but would also be a proper measure of protection for travellers, shippers, and insurance companies.

SEVENTY-ONE LIVES LOST

IN THE MARSHALL ISLANDS HURRICANE.

Seventy-one lives were lost at Jaluit in the big hurricane which swept over the Marshall Group. This news was contained in a letter which recently reached Sydney. The storm is described by a correspondent as being of terrific fury, houses being demolished like so much brown paper, trees uprooted, and native villages and plantations wrecked. It was at 2 p.m. on June 30 that the storm first made its appearance, and by 5 o'clock the same day the island was the centre of the disturbance. Whilst the storm was at its height, a tidal wave 6 ft. high swept over the island with all the force of an avalanche, and left nothing but wreck and ruin in its wake. It was this wave that was the cause of the loss of life. The fine jetty owned by the Jaluit Company was carried clean away, and all the floating plant, except one light lighter, disappeared. The copra store built at the end of the jetty, containing 70 tons of copra, was washed away, and its contents lost. The hotel at Jaluit was also washed away. Another big store was unroofed, between 700 and 800 tons of copra being left exposed to the heavy rain which followed the storm. The only places left standing were the Governor's residence and office, part of the Jaluit Company's store, and portion of the Marsh Mission House. Some 70 of the residents took shelter at the mission station, and had that gone the loss of life would have been much greater. The Chinese steamer *Gormessa*, from Sydney, was in the harbour at the time.

TROUBLE ON A WIND-JAMMER.

CREW CHARGE OFFICERS.

At the Magistracy this afternoon, Edward Nymn and eight others of the crew of the sailing ship *Andromeda*, summoned Capt. R. J. Deeks, the master, with using abusive language to them on board.—Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the prosecution, and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant. At the outset Mr. Dixon asked to be allowed to withdraw the charge, and after some discussion this was agreed to. The case against H. G. Parks, second officer, charged by three seamen of the *Andromeda*, with assault during the voyage from New York, was then taken, Mr. Dixon alleging that the men's case was that they were so continuously assaulted that they had to seek the protection of the captain, but he, instead of protecting them, incited the officers to assault them. He said that when the men arrived in Hongkong they were refused leave to go ashore for the purpose of seeing the shipping master, and in order that they might do so they were obliged to refuse work.

F. Rooney, an able seaman on the ship, said he signed on about the 11th of May, for three years. The defendant treated him very badly and often struck him. Two months after leaving New York he struck witness on the eye and the mark was visible yet. A month afterwards he drew witness on to the deck, and struck him on the face. On the yard arm, a week afterwards, defendant again struck him and tried to push him over-board, "and I don't feel safe to go in the ship with him again." He never sought the captain's protection, because he knew it was no use. The captain used to encourage the defendant to strike him, saying "give it him."

Cross-examined by Mr. Beavis, witness said he would certainly like to get quit of the ship as he did not consider his life safe on board. Last Saturday week he came out of gaol and went on board, but he did not tell the captain if he did not pay him off he would make trouble for him. He did ask the captain to pay him off, and all the men said they did not wish to put the captain in any further trouble. By that he meant summoning the captain and officers. When the second assault took place several of the men and some of the apprentices were present. As regards the charge of pushing witness overboard the attempt was made by defendant because he did not get his work done quickly.

Edward Nymn, able seaman, said that the day after signing on he became sick, and the defendant assisted by the chief, dragged him out of his bunk and told him to get to work. The defendant then struck him. Witness corroborated the evidence of the previous witness concerning the affair on the yard arm, and spoke as to other occasions upon which the men struck members of the crew. Cross-examined by Mr. Deeks, witness would not have brought the charge against defendant for being hauled off his bunk, but they were altogether, and they did not sign on articles to be treated in that way. They then asked him to pay them off.

Heinrich Koch said he had never seen defendant strike anyone but himself. Victor Hanneburg, able-seaman, alleged that defendant struck him on the eye on the 29th of May when he was at the wheel. He explained that he was trying to keep the ship's head as instructed, and said that the defendant came up and asked him what he meant by not steering straight. Witness replied that he tried to do so when defendant said "Don't you talk to me you —" and struck him over the eye. Witness then spoke to the defendant's striking the other men.

R. J. Deeks, master, said he had been in the ship four years, and master of her two. On the 8th inst. he prosecuted the complainants before the Marine Magistrate and they were convicted and sent to prison. They were released on the 16th inst., and they told witness if he did not pay them off they would engage lawyers and give him trouble. He did not remember the second officer striking Hanneburg. Absolutely, on his oath he never saw or heard of either of the last witnesses being struck while on board.

His Worship: Absolutely on your oath? Witness: Absolutely on my oath. Witness, continuing, said that the reason the men wanted to get out of the ship was so that they could go to Manila and there get a vessel for San Francisco. It was a conspiracy among the men bringing these charges to get paid off. Cross-examination by Mr. Dixon, witness said he had refused the men leave because they gave no reason for going ashore. He would really seriously suggest that the men refused work, allowed themselves to go to gaol, went to consult lawyers and brought these charges simply as a means to getting to San Francisco. He never encouraged the officers to assault the men.

The case is proceeding.

ACCORDING to Parliamentary figures the unclaimed dividends in the Bank of England amounted to £1,000,000; and in the Bank of Ireland to £500,000 (the unclaimed dividends in Government stock to £1,000,000). Army prize money to £76,000; soldiers' effects to £16,000; Naval prize money to £48,000.

COMMERCE

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	111 1/2
Do. demand	111 7/16
Do. 4 months' sight	111 11/16
America—Bank T.T.	104 1/2
Germany—Bank T.T.	140
India T.T.	145
Do. demand	145 1/2
Anglo-Bank T.T.	71 1/2
Singapore T.T.	9 1/2
Japan—Bank T.T.	95 1/2
Java—Bank T.T.	117

Buying.	
4 months' sight L/C	111 11/16
6 months' sight L/C	111 15/16
30 days' sight San Francisco and New York	47 1/2
4 months' sight	48 1/2
30 days' sight Sydney and Melbourne	116 1/2
4 months' sight France	250
4 months' sight	51 1/2
4 months' sight Germany	204
4 1/2 Silver	204 1/2
Bank of England rate	3 1/2
Sovereign	10 1/2

OPUM QUOTATION.	
To-day's quotations are as follows:—	
Malwa New	Per picul 1.080
Old	1.050
Older	1.040
Oldest	1.030
Per chest	
Malwa New	980
Old	1,072
Older	960
Oldest	990

Today's Advertisements.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN," Capt. von Binzer, will leave for the above places, TO-MORROW, the 27th instant, at 3 P.M. For further particulars apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 26th September, 1905.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 2nd October, at 9.30 A.M.

All Claims must reach us before the 7th October, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 26th September, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE,"

Captain Couret, will be despatched for the above Ports, on or about TUESDAY, the 3rd October. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th September, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, &c.

THE Steamship

"GLENESK" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 2nd proximo will be subject to rent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & CO., Agents.

Hongkong, 26th September, 1905.

THE HONGKONG FROZEN FOOD SUPPLY.

ON and After MONDAY, the 27th September, 1905, the DEPOT in WYNDHAM STREET (DAIRY FARM DEPOT) will be open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 26th September, 1905.

ROBINSON PLANO COMPANY, LD.

PRACTICAL PIANO EXPERTS.

MANUFACTURERS, TUNERS, AND REPAIRERS.

PIANOS AND ORGANS RENOVATED, REBUILT, AND REPOLISHED BY COMPETENT WORKMEN. ESTIMATES FREE.

"OWN MAKE" PIANOS FROM \$300. IMPORTED PIANOS FROM \$375.

SECOND HAND PIANOS RETURNED FROM HIRE AT LOW PRICES. INSPECTION INVITED. Hongkong, 23rd September, 1905.

THE FAVOURITE BRANDY OF THE FRENCH IS MARTELL'S. \$25.00 per Case of one Dozen. V.S.O.P. 49.00. V.V.S.O.P. 90.00. Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

BUY THE GENUINE "TANSAN" BOTTLED BY THE OLIVIER WILKINSON TANSAN MINERAL WATER CO., LD. KOBE-JAPAN. Per Case of 48 Half-bottles \$6.50. Per Dozen 1.70. Per Case of 100 Quarter 8.00. Per Dozen Quarter Bottles 1.10. Sole Agents: H. PRICE & CO. 12, QUEEN'S ROAD. Price Catalogue available. Hongkong, 26th September, 1905.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TYDEUS"	28th September.	
GLASGOW and LIVERPOOL	"KINTUCK"	2nd October.	
GLASGOW and LIVERPOOL	"CALCHAS"	17th "	
GLASGOW and LIVERPOOL	"DEUCALION"	24th "	
GLASGOW and LIVERPOOL	"MENELOUS"	31st "	
GLASGOW and LIVERPOOL	"PINGSUEY"	7th November.	
GLASGOW and LIVERPOOL	"HECTOR"	14th "	
GLASGOW and LIVERPOOL	"GLAUCUS"	21st "	

S.S. "Tydeus" left Singapore at daylight on the 23rd inst., and is due here on the 28th.

HOMEWARD.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	7th October.	
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	15th "	
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "	
LONDON, AMSTERDAM & ANTWERP	"MAGHAON"	31st November.	
GENOA, MARSEILLES & L'POOL	"CHINGWO"	20th "	
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	2nd October.	
ALL PACIFIC COAST PORTS, via	"PINGSUEY"	1st November.	
NAGASAKI, KOBE and YOKOHAMA			

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and	"KEEMUN"	24th October.	
PACIFIC COAST	"MAGHAON"	3rd November.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th September, 1905.

CHINA NAVIGATION CO., LIMITED.

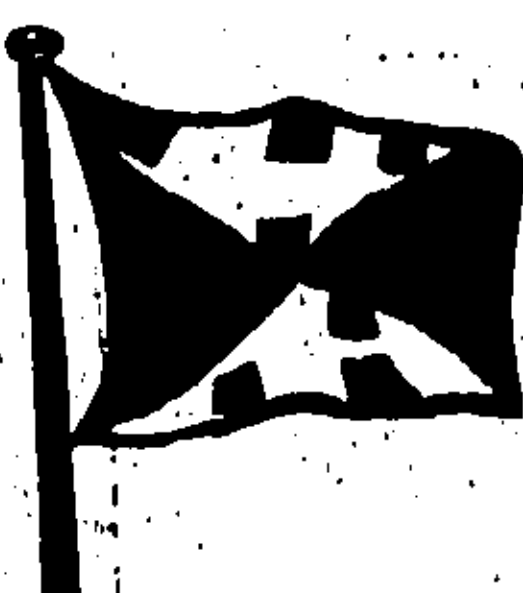
FOR	STEAMERS	TO	DATE
CHEFOO and NEWCHWANG	"KWEIYANG"	28th September.	
QIEBU and ILOILO	"SUNGKIANG"	30th "	
SWATOW, TSINGTAU, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIEHI"	1st October.	
MANILA	"TEAN"	3rd "	
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHINGTU"	16th "	

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th September, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 30th Sept., at Noon.
SAFIR	2540	R. Rodger	"	SATURDAY, 7th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, FORT STREET.

Has always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Milams Duplicator.
Hongkong, 26th September, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
4, DES VOGES ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 390.
Hongkong, 18th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE

S.S. "WING CHAI"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.

FARES—Week Days, 1st Class, including
Cabin and board; Single \$5; Return Ticket,
\$8; 2nd Class, \$3; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 10 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not return on the Monday owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the West
end of Wing Lok Street.

"MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T.R. MEAD.

"KWONG TUNG" 1,338 H.W. WALKER.

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

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TRIPS TO CANTON AND MACAO.

THE Yek On Company's Splendid Steamers

"YING KING,"

1,088 tons, Registered.

Captain E. J. FERGUSON will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCUR-

SION TRIP to MACAO, leaving Hongkong

at 8.30 A.M., and returning from Macao about

7.30 P.M.

The "Ying King" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " " " 1.50

First class single journey to Macao 1.00

" " return " " " " " " 2.00

Second " single " " " " " " 1.50

Third " " " " " " 1.00

Breakfast, Tiffin or Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "PERSUASION."

For further information, apply to the Office of

YUK ON S. S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 22nd September, 100 cts. per 5 lbs.

BUTCHER MEAT.

Cents

Beefsteak and prime cut—Moi Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjolu—Ngau Lam

" Sannages—Ngau Yuk Chong

Bullock's Brains— " Know— " per set

" Tongue fresh—Ngau Li— " each

" " corned—Ham Ngau Li— " 60

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk— " each

" Kidneys—Ngau Yiu— " 11

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (unpressed)—Ngau To— " 6

" Calves' Head and Feet—Ngau-chai-

" tai-kook— " set

Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Kook— " per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu— " pair

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

" Corned—Ham Cho Yuk

" Leg—

MAILS.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE,"

Captain Bruc, will be despatched for
MARSEILLES on TUESDAY, the 3rd
October, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONIE 17th October.
S.S. OCEANIE 31st October.
S.S. SALAZIE 14th November.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th September, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship
"NUBIA,"

Captain F. J. Fox, carrying His Majesty's
Mails, will be despatched from this for
MARSEILLES and LONDON DIRECT, via
SINGAPORE, on SATURDAY, the 7th October,
at Noon, taking Passengers and Cargo for the
above Ports.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.
Hongkong, 23rd September, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,606	E. V. Roberts	14th Oct.
Hyades	3,753	Geo. Wright	11th Nov.
Tremont	9,606	T. W. Garlick	24th Nov.
Lyra	4,417	G. V. Willis	9th Dec.
Piedade	3,753	F. G. Purington	29th Dec.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 21st September, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 1st May, 1905.

To Let.

SHOP TO LET
IN
QUEEN'S ROAD CENTRAL.
HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession November 1st.
For Particulars, apply to—
W. BREWER & Co.
Hongkong, 23rd September, 1905. [921]

TO LET.
No. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1905. [900]

TO LET.
A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE,
FLATS in MORETON TERRACE, facing
Holo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1905. [169]

TO LET.
No. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905. [755]

TO LET.
GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.
WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Cause Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.
No. 15, PRAYA GRANDE, MACAO.
BEAUTIFULLY situated. Six Fine Large
Rooms also Bath Rooms and Fine
Verandah. Spacious Gardens attached.
Apply to—
A. A. DA ROZA,
20, Connaught Road.
Hongkong, 15th September, 1905. [934]

TO LET.
SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.
Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS,
from the best makers.
INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.
Lamps fixed up for
Buyers free of charge.
Naptha of the best
kind kept in stock.
TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1904. [54]

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 8.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	REMARKS.
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.						
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$5,500,000 \$6,500,000	\$1,702,728	{ 1st 15% @ exchange 1/104 = \$18.66 1/2 for first half-year 1905
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,404	\$17 for 1905
China Traders' Insurance Company, Limited	4,000	\$83.33	\$25	\$500,000 \$11,902 \$362,166 \$377,445	Nil.	\$4 1/2 for year ended 30.4.1904
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,350,000	Tls. 217,219	Interim of 7/6 1904
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$179,749 \$845,773 \$750,000	\$2,078,097	\$3 1/2 for 1905
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$500,000 \$1,800	\$186,384	\$12 and \$5 special dividend for 1905
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,093	\$320,047	\$6 dividend & \$1 bonus for 1905
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$2,241	\$360,372	\$3 1/2 for 1905
SHIPPING.						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$61,638	\$8,832	\$1 for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,941 \$250,000	Nil.	\$3 1/2 for year ended 30.6.1905
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$145,376 \$720,000	\$8,064	\$1 for first half-year 1905
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$2,999	£4,435	12 1/2 @ 1/104 = \$30.55 for 1904
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$43,762	Tls. 43,762	Interim of Tls. 2 for 1905
Do. (Reference)	100,000	£1	£1	\$4,000 \$4,116	\$8,832	Interim of Tls. 1 1/2 for 1905
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$24,257	\$929	Interim of 1/1 (Coupon No. 5) for 1904
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$24,257	\$929	{ \$1.80 \$5.90 for year ending 30.4.1905
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$130,153	\$21,231	\$10 for 1904
Taku Tug and Lighter Company, Limited	50,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 195,479 Tls. 28,000	Tls. 4,333	Interim of Tls. 2 for 1905
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$150,000	\$42,812	Interim of \$10 for 1905
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Dr. \$85,087	\$3 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$10,000 \$12,289	£7,820	Interim of 1/1 (No. 4)
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000 \$4,873	Dr. £8,745	No. 12 of 1/1 = 48 cents
DOCKS, WHARVES & GODOWNS.						
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,974	Final of Tls. 8 making Tls. 13 for 1904/5
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000 \$350,000 \$18,473 \$10,000	\$8,577	{ \$3.75 for 1904 on old capital First year
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$1,000,000 \$1,000,000	\$20,422	Interim of \$2 1/2 for 1905
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$41,500	\$501,332	\$6 for first half-year 1904
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$39,000 Tls. 487,210	\$489	\$1 1/2 for 1905
Shanghai and Hongkew Wharf Company	39,000	Tls. 100	Tls. 100	Tls. 39,000 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000 \$206,645	\$206,645	\$20 for 2nd half year making \$26 for 1904
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000 Tls. 17,500	Tls. 2,763	Tls. 18 for 1904
LANDS, HOTELS & BUILDING.						
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 Tls. 34,000	\$9,028	\$3 1/2 for year ended 30.6.1905
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 100,000	Tls. 806	Final of Tls. 5 making Tls. 9
Central Stores, Limited	6,000	\$15	\$15	\$90,000	\$1,502	Final of 60 cents making \$1.80 for 1904
Do. (Founders)	123	\$15	\$15	\$1,845	Nil.	None
Do. (New Issue)	24,000	\$5	\$5	\$120,000	\$1,502	Preferential of 7 per cent for 1904
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$31,087	\$10,126	\$5 for first half-year 1905
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$250,000	\$37,875	Interim of \$3 1/2 for 1905
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,994	First year	Interim of \$4
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$200,994	\$11,958	90 cents for 1904
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 none	\$377	\$3 for 1904
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000 none	Tls. 670	Interim of Tls. 3 for 1905
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 772,600 Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	Tls. 94,100 none	Tls. 5,150	None
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 none	\$1,247	Interim of \$1 1/2 for 1905
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 10,844	Tls. 4 for year ended 31.10.1903
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$30,000	\$23,364	\$1 for the year ending 31.7.05
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 31,669	Tls. 13,629	Interim of 3 1/2 @ 1898
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 5,618	Tls. 10,000	Interim of 4 1/2 @ 1898
Soy Chea Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 5,618	Tls. 22,050	4 1/2 for 1897
MISCELLANEOUS.						
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$8,004	\$1,182	1/3 per share for 1904
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	Nil.	\$3 for 1904
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000 none	\$5,739	None
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$8,000	\$1,581	80 cents for 1904
China Provident Loan & Mortgage Company, Ltd.	100,000	\$7 1/2	\$7 1/2	\$750,000 \$1,000,000	\$95,054	\$1 1/2 for year ending 31.7.1903
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,875,000 \$100,000	\$2,151	\$2 for 1904
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000 \$180,000	\$7,551	Final of \$1 1/2 making \$2 1/2
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000 \$25,394	\$8,188	1/1 div. and 2/1 bonus for 1904
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$70,000 \$25,000	\$2,151	{ \$100 50 cents for year ending 30.4.1905
Hongkong Electric Company, Limited	50,000	\$10	\$10	\$500,000 \$100,000	\$2,151	\$15 for year ending 30.11.1904
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 \$5,356	\$5,356	Interim of \$4 for 1905
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$75,000 \$60,000	\$1,137	\$10 for 1904
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$500,000 \$200,000	\$2,000	Interim of 50 cents 30.6.04
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 \$25,000	\$2,500	Final of \$9 making \$14 for 1904
Lane, Crawford & Co., Limited (Shanghai)	4,500	\$100	\$100	\$450,000 Tls. 28,210	\$21,582	Final of \$9 making \$14 for 1904
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 25,000 Tls. 19,465	Tls. 35,449	Final of \$9 making \$14 for 1904
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,658	Tls. 3 for 1905
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. \$5,537	First year
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$10	\$10	none	Dr. \$5,537	None
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 100,172	Tls. 9,211	Interim of Tls. 3 1/2 for 1905
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 270,000 Tls. 45,000	Tls. 9,751	Tls. 6 for 1905
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000 Tls. 24,830	Tls. 6,968	Interim of Tls. 6 for 1905
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 17,220	Tls. 1,297	Final of Tls. 6 making Tls. 9
Shanghai Waterworks Company, Limited	7,500	£20	£20	Tls. 170,000 none	Tls. 17,220	Interim of 1/1 for 1905
South China Morning Post, Limited	6,000	\$5	\$5	none	Dr. \$1,668	None
Steam Laundry Company, Limited	15,000	\$5	\$5	\$75,000 \$1,668	\$1,668	60 cents for year ended 31.10.04
Straits Ice Company, Limited	2,000	\$100	\$100	\$200,000 Tls. 15,291	\$700	\$5 for 1905
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 200,000 Tls. 4,000	Tls. 7,000	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$90,000 \$22,000	\$551	60 cents for year ending 31.10.04
Do. (Founders)	100	\$10	\$10	\$1,000 \$1,000	\$1,000	Final of 90 cents making \$1 1/2 for 1904
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$4,000	\$6,000	Interim of 50 cents for year ending 31.10.04